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E.—WATSON'S SPECIALITY
VERY OLD LIQUEUR
SCOTCH WHISKY ... \$15.00
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A. S. WATSON & CO.,
LIMITED.
THE HONGKONG DISPENSARY.

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BIRTHS.
At Elliot Crescent, Robinson Road, Hongkong, on 19th April, the wife of CARL ROOS, of a son.
On the 14th April, 1901, at 1, Nanjing Road, Shanghai, the wife of PAUL E. ZURR, of a daughter.
DEATH.
On the 12th April, 1901, at Shanghai, HENRY EDWIN HALL, aged 60 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd April, 1901

In a recent issue the *Echo de Chine* reproduced from the *Dépêche Coloniale* an article, signed with the well-known signature of CH. LEMIRE, which is certainly interesting and possibly not without importance. The writer discusses the establishment of more rapid and more certain relations between Indo-China and Russia via Western China. He calls attention to the report of the Chinese Court setting at Chengtu in Szechuen, "where we (the French) in common with the Russians have preponderating commercial interests," which would necessitate French troops being sent overland from Tonkin to protect France's nationals, according to M. LEMIRE; and to the decision of Russia to connect Omsk, the capital of Western Siberia, with the capital of Semiretschinsk province, from which the line will be carried to Tashkent, Russian Turkistan, and thence across the Chinese frontier. M. LEMIRE continues: "From Tush-kand to Liangchou the distance is, as we have said, 300 miles. Now Liangchou is a telegraphic station on the line from Kuldja to Hsianfu. All that is required is to join this point to Chengtu, which is already in telegraphic connection with 'Yunnanfu, Luokai, and Hanai.' France now has her duty, says the writer; and that is, not to allow the erection of an 'Anglo-German barrier such as would arise from the occupation of the Yangtze region by these two Powers.' 'Our true wall of China,' goes on M. LEMIRE, 'should consist in the projected establishment of a Russian railway from Samarkand to Han-

kow." Such is the scheme, Russia is to build the railway and telegraph lines, and France is to keep the way clear to the south. It was formerly considered utopian, M. LEMIRE says, but is so no longer. "Personally we see nothing 'utopian' about the scheme, but different nations have different views about Utopia. But that Szechuen is to be calmly abandoned to the preponderating influences of France and Russia, and that Britain and Germany are about to watch Russia establish a barrier across the Yangtze Valley, are at least improbable ideas. Britain and Germany do not want to occupy the Valley but to keep it open. Russia's advance from the north will be strictly watched, there can be no doubt. French intrigues in the south will ultimately claim the attention which at present is not given to them. We have listened for many years to France's preposterous claims to a sphere of influence in the two Kwang provinces, Yunnan, and Szechuen. It is time that it should be made clear that such claims will never be recognised by the commercial Powers any more than they are by China herself. France's interest in the provinces in question arises simply from contiguity; statistics easily show how paltry is her commerce with them. The day of land-grabbing in China, under whatever pretext, must be brought to an end, now that the Powers have decided against the disastrous policy of partition.

It is stated that H.M.S. *Edouard* is to relieve H.M.S. *Hermione* on this station.

The German mail of the 20th March was delivered in London on the 19th inst.

M. H. F. Carmichael has been appointed Acting Assistant Government Marine Surveyor during the absence on leave of Mr. J. Macdonald.

The usual weekly prayer-meeting in connection with the Hongkong Christian Union will be held at the Music Room in the City Hall at 5.15 p.m.

During the 24 hours ending at noon yesterday there were reported five fresh cases of plague and six deaths (all Chinese); and one fresh case of small-pox (Chinese).

The Mother Superior of the Italian Convent gratefully acknowledges the receipt of a sum of \$110 from a friend of the institution for the extension of the Convent.

In the accounts prepared by the Admiralty under the Naval Works Act, under the heading "Increased Estimates," the Hongkong Dockyard Extension figures for £700,000.

On Friday night the Russian torpedo-boats *Kit*, *Delphin*, and *Son* arrived from Saigon on their way north. On Saturday the British hospital-ship *Guelion* came down from Yaku.

A Chinaman employed on the building operations at the Japanese Bank on the Reclamation fell from a scaffolding on Saturday morning, and died in the Tung Wah Hospital from the injuries he sustained.

Several Chinese shipwrights employed at the Naval Yard were bathing on Friday in the harbour at Kowloon, opposite the Naval Depot, when one suddenly sank and was drowned. His body has not yet been recovered.

The rumour that the German Squadron was to be recalled from China is now definitely set at rest by the announcement that the newly-appointed commanders of the *Weissenburg*, *Warth* and *Hela* have been ordered to leave for China.

On Saturday afternoon, about five o'clock, Walter Pugh, a stoker on H.M.S. *Humber*, was drowned whilst bathing with some others in Taiwan Bay, behind the Kowloon Docks. The body has not yet been recovered. Pugh was twenty-one years of age.

The return of stamp revenue for the first quarters of 1900 and 1901 shows an increase in 1901 of \$13,980.30. The principal items which made this up were—Conveyance or Assignment, \$11,719.45; Settlement, \$1,524.60; Bill of Lading, \$1,504.30; Mortgage, \$1,135.60. The principal decreases were—Transfer of Shares, \$1,865.70; Power of Attorney, \$1,657.94.

The return of deaths in the Colony during March shows 32 deaths in the European and Foreign Community (10 Civil, 12 Army, 1 Navy) and 421 in the Chinese Community, making a total of 453 for the month. 101 of these were due to chest affections and 110 to various fevers (plague 48, malaria 34, small-pox 26). The principal death-rates were—British and Foreign Civil Population, 24.4 per 1,000 per annum; Chinese Community, Victoria, Land 20.6 and Harbour 15.1; Chinese, whole Colony, Land 18.9, Boat 15.9, Land and Boat 18.5; total Civil Community 18.7.

Saturday's results in the lawn tennis tournaments of the H.K.C.C. were as follows:—Double Handicap—H. Humphreys and A. Humphreys, owe 15-1, beat C. H. Gale and J. A. Jupp, scratch (6-0, 6-4); Single Handicap, B. class—F. D. Bain, 15, beat J. E. Fee, owes 15-4 (6-2, 7-5, 6-4); J. Hooper, owes 15, beat H. Birkett, owes 3-0 (6-2, 9-7); A. class—P. A. Cox, owes 1-0, beat Major Buttenshaw, 4-6 (6-2, 6-4); E. G. Barrett, 4-6, beat D. Clapham, owes 2-6 (8-6, 6-4); Professional Pairs—H. Pinckney and F. P. Harrell beat A. B. Rouse and C. M. G. Barnes. We are requested to state that all ties in the second round must be played off by Thursday next, otherwise the Committee will feel obliged to scratch any unplayed ties.

Mr. Alex. Macdonald, who is now in Hongkong, is fixed for to-morrow, the 23rd inst., to leave for H.M.S. *Lizart*, on completing his present commission, to be replaced at Sheerness Dockyard at a cost of £14,239.

In the programme of work at the dockyard at Portsmouth for the next financial year is the refit of the *Centurion* (battleship), at an estimated cost of £37,000, and of the *Hermione* (cruiser) at £14,000.

The return of M. Doumer to France, has reawakened interest in the race to Yunnan, of which little has been heard of late. The line from Mengtze is being proceeded with, and it is quite evident that a French line through to that province is likely to be accomplished long before a British line will be got through. By the completion of such a line the French will have got a start towards Szechuen, which is the ultimate objective of either country. L. & C. Express.

An unfortunate shooting affair occurred on the morning of the 14th inst. in the country at the back of the New Rifle Range, Shanghai. It appears that a foreigner, a German, had been shooting, and by accident slightly wounded a child. Thereupon he was attacked by a crowd of villagers, who attempted to take his gun from him, and in self-defence the foreigner fired amongst the Chinese, wounding four or five. One, who was taken to the St. Luke's Hospital, was seriously injured in the eye. The Magistrate of the district has taken the matter up, and there is expected to be an inquiry into the matter at the German Consulate.

Wang Tu-hsien, Chilili, where Mr. Stonehouse was killed, has recently been the scene of bloody conflicts with the converts, according to Shanghai native papers. Over a thousand Boxers attacked the converts and slaughtered vast numbers of them. This paragraph, remarks the *Mercury*, sheds a lurid light on the real state of some parts of China. Peace exists only within range of the rifles of the Allies. Boxerism or anti-foreign hatred personified is as strong as ever, and we betide the hapless converts after the Allies withdraw! From this point of view, it were far better for the converts if not a single foreign soldier had ever landed to kill and burn, however justly they did so.

SUPREME COURT.

Saturday, 20th April.
IN CRIMINAL SESSIONS.
BEFORE HIS HONOUR SIR JOHN CARRINGTON C.M.G. (CHIEF JUSTICE).

AN INGENUOUS FRAUD.
Ching Kee was placed in the dock charged with obtaining goods by false pretences on 30th and 31st March last.

He pleaded not guilty.
Mr. H. C. Pollock, K.C. (instructed by Mr. Bowley, the Crown Solicitor) prosecuted, and the prisoner was undefended.

The following jury were empanelled:—Messrs. William R. Allison, S. C. de Rosario, John Millar, A. L. da Silva, J. P. M. Smith, C. H. Pearce, and Abdul Hussain Abdul Rahim.

Counsel for the prosecution in opening the proceedings said that on March 20th last Ching Kee went to the store of Messrs. Ritohie & Co., shiphandlers, and ordered some provisions. He said he was the interpreter on board the French warship *Amiral Charner*, and he would call the witness. Prisoner then said that he was the assistant to have them ready by the afternoon. The goods were accordingly made up in parcels and subsequently placed on board a sampan. A bill was made out which the prisoner said he would pay for immediately, and Mr. Encarnacio went with him in a steam launch with the goods in the sampan in tow. They reached the centre of the harbour, looked round, and then searched both the Kowloon and the Hongkong shores, but could not find the warship. Prisoner then said that probably she had gone to Canton. Mr. Encarnacio then resumed possession of the goods, and told the prisoner that he could not have them unless he could get a guarantee. The next day the prisoner went to the shop bringing with him another man whom he represented to be the owner of the Chan Man Sing shop and who signed a guarantee for payment. The goods were delivered, but it subsequently turned out that the guarantee was bad, and the prisoner was arrested. The goods comprised 15 cases condensed milk, 10 cases of sardines, 5 cases of salmon and 15 cases of lager beer, 10 pounds of coffee, 26 cases of butter, 10 boxes of cigars, and 10 cases of assorted jams.

Evidence in support of counsel's statement having been given, his Lordship summed up and the jury returned a verdict of guilty.
His Lordship passed sentence of twelve months' hard labour.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Kamsang*, from Calcutta and the Straits, left Singapore for this port on Friday, 19th inst. at 5 p.m.
The P. & O. steamer *Ballaarat*, left Singapore for this port on the 21st inst. at noon, and is due here at about noon on the 28th inst.
The N. D. L. steamer *Preussen*, carrying the German mails with dates from Berlin of the 1st inst., left Colombo on Friday, the 19th inst., and may be expected here on or about Wednesday the 1st May.
The O. and O. steamer *Gaelic*, with mails, &c., from San Francisco to the 30th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 20th inst. via Inland Sea, Kobe, Nagasaki and Shanghai.
The O. and O. steamer *Doric*, with mails, &c., which left here March 19th for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 17th inst.

The hospital ship *Maine*, which was equipped and provided for service in connection with the war in South Africa, by the American Ladies' Committee, and subsequently, under the same auspices, made a trip to China, has just been chartered of her owners, the American Transport Company, by the Admiralty to wait upon the Mediterranean Fleet as a hospital. This is regarded as being an experiment, and should it prove successful, it has been decided that the *Maine* shall be purchased by the Government on terms that are practically already decided upon.

TELEGRAMS.

"DAILY PRESS" SERVICE.
[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 21st April, 7.52 p.m.

THE RUSSIANS IN MANCHURIA.

It is reported from Moukden that the Russians have lent Tseng Chi, the Tartar-General of Fengtien, four hundred thousand taels to enable him to raise a military police force in the Province.

YUNNAN TROOPS EN ROUTE.

FOR HSIAO.

General Feng Tse-tai, commanding the troops in Yunnan, has passed Chengtu with 8,000 drilled troops and is proceeding to Hsianfu.

THE PHILIPPINES.

MANILA, 20th April, 9.35 a.m.

AGUINALDO'S MANIFESTO ISSUED.

Aguinaldo issues a manifesto saying that the country declares unmistakably in favour of peace. Hence he unreservedly acknowledges the sovereignty of the United States in the Philippines and advises the insurgents to do likewise.

A THOUSAND PRISONERS RELEASED.

General MacArthur has signalled the event by liberating one thousand Filipino prisoners of war.

GENERAL NEWS.

LONDON, 19th April, 2.40 p.m.

THE FINANCIAL STATEMENT—WAR EXPENSES.

The Chancellor of the Exchequer asks for borrowing powers to the extent of £60,000,000 on Consols. War expenses, including those for the expedition to China, which amount to £5,500,000, come to £153,000,000. This is double the cost of the Crimean War. Sir William Harcourt, criticising the statement in the House of Commons, said that it was the most disastrous financial statement ever made; in the course of eighteen months the country's debt had increased by £127,000,000.

REUTER'S SERVICE.

LONDON, 18th April.

SOUTH AFRICA—A DISHEARTENING DESPATCH.

In the Blue-book, a despatch from Sir Alfred Milner, dated 6th February, summarising the situation, says that it is useless to deny that the last half-year has been one of retrogression both materially and morally.

LONDON, 18th April.

THE BUDGET.

The deficit last year amounts to 53 millions sterling. Had it not been for the war there would have been a surplus of 15 millions sterling.

LONDON, 18th April.

THE BUDGET.

The Budget estimates the expenditure for 1901 at £187,602,000 sterling, of which £60,000,000 is for the war. The deficit is estimated at £55,000,000.

It is proposed to add twopence to the Income tax, to impose a duty of four shillings and twopence on refined Sugar, polarising above 98, including the West Indian duty; to diminish the duty on Raw Sugar polarising below 98; to impose duties of two shillings on Molasses, of one shilling and eightpence on Guano, and an export duty of one shilling a ton on Coal.

The new duties are estimated to yield £11,000,000 sterling. It is proposed to suspend the Sinking Fund, and to borrow £60,000,000 on Consols.

LONDON, 19th April.

THE BUDGET.

The debate on the Budget has been directed chiefly against the export duty on Coal as being a reversion to protection. The Sugar and Coal duties have been adopted.

COST OF THE WAR.
The war has cost up to the present, £151,000,000 sterling.

GARRISON ATHLETIC MEETING.

The Garrison Athletic Meeting, which was started last year, and which has been entirely new departure. There have been numerous athletic meetings in the past, but never one in which the whole Garrison has participated. As Major-General Gascoigne remarked in his speech on Saturday afternoon, the holding of such an athletic gathering was thought of only about a fortnight ago, and to compile such an excellent programme as was gone through on Friday and Saturday—and, moreover, to carry that programme along with the smoothness and celerity that characterized it—must indeed have required great organization and the expenditure of no inconsiderable amount of labour and time. Now that the administrative committee of the sports have seen the happy reward attending the organization of this, the first Garrison Athletic Meeting ever held in the colony, we may doubtless look forward to similar, and probably even larger athletic gatherings in the future.

Fine weather—though a trifle warm; and at times cloudy—favoured the sports on Friday and Saturday, and as a consequence the gathering of spectators on the Wengachong Recreation Ground was a large and thoroughly representative one. The hands of the Royal Welsh Fusiliers, 8th Madras Light Infantry, and 22nd Bombay Infantry attended, and accounted very pleasantly for the intervals between the events. Appended are the results—

FIRST DAY.

1.—Throwing the Cricket Ball.—First prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. Private Lillywhite, A.O.C. 99 yards 2 inches; 2. Bombardier Norris, R.G.A. 89 yards 8 inches; 3. L. U. Dickens, R.W.F. 86 yards 24 inches.

2.—Putting the Weight (Indian Native Troops).—First prize \$8; second, \$4; third, \$2. Presented by Hon. J. Kewick.—1. Mania Bakh, H.K.S.B.R.A. 30 ft. 2 inches; 2. Madat Khan, H.K.S.B.R.A.; 3. Damaris, 5th I.H.C.

3.—Quarter-mile Race (Indian Native Troops).—First prize, \$8; second, \$4; third, \$2. Presented by R. K. Leigh, Esq.—1. Babu Singh; 2. Gunda Singh; 3. Bahu Singh (all H.K.S.B.R.A.).

4.—Hurdle Race (British Troops).—See final on second day.

5.—High Jump (Indian Native Troops).—First prize, \$8; second, \$4; third, \$2. Presented by Hon. J. Kewick.—1. Jabin, 4th Sikh; 2. Sija Ram; 3. Mahandi.

6.—Hundred Yards Race (British Troops).—Prizes presented by Soldiers' Club.—1. Cor. Griffiths, R.G.A., 11 sec.; 2. Sergeant Wallis, R.E.A.; 3. Bom. Frost, R.G.A.

7.—One Mile Race (open to all natives of India in Government employ).—First prize, \$10; second, \$5; third, \$2. Presented by R. Kewick, Esq.—1. Sunda Singh, H.K.S.B.R.A.; 2. Binu Ram, 22nd B.I.; 3. Musta Kim, H.K. Regt.

8.—Football Place Kick (British Troops).—First prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. Ser. Rath, R.G.A.; 2. Bom. Curran, R.G.A.; 3. Pte. Presley, R.W.F.

9.—Serge Train Followers' Race.—First prize, \$5; second, \$3; third, \$2. Presented by Captain Cameron.—1. Shaik Jawar; 2. Shaik Ragat.

10.—Semi-final Tug-of-War (Indian Native Troops).—See final on second day.

11.—120 Yards Race (for British warrant and N.C. officers and men of six years' service and upwards; one yard allowed per year above minimum). First prize, \$15; second, \$10; third, \$5. Presented by R. Kewick, Esq.—1. Cor. Griffiths; 2. Cor. Tuohy, R.A.M.C.

12.—Long Jump (Indian Native Troops).—First prize, \$8; second, \$4; third, \$2. Presented by W. Poate, Esq.—1. Abdullah I., 22nd B.I., 16 ft. 7 in.; 2. Gunda Singh, H.K.S.B.R.A.; 3. Sada Ram, 22nd B.I.

13.—British Officers (sword) sword, mounted. A cup presented by L. Boyle, Esq.—Capt. Finch, 1st B.I.

14.—Hundred Yards Race (Indian Native Troops).—First prize, \$8; second, \$4; third, \$2. Presented by B. K. Leigh, Esq.—1. Shaik Abdullah I., 22nd B.I., 12 sec.; 2. Bhan Singh, H.K.S.B.R.A.; 3. Gunda Singh (do).

15.—220 Yards Race (British Troops).—First prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. Cor. Griffiths, 25sec.; 2. Ser. Wallis; 3. Bom. Reed, 25th E.D.

16.—Two Hundred Yards Followers' Race (other than Serge Train).—First prize, \$5; second, \$3; third, \$2. Presented by Hon. C. P. Chatter.—1. Bhanu Bhag, 5th I.H.C.; 2. Bhan Khan, 1st B.I.; 3. Rawan Khan, 22nd B.I.

17.—British Officers Race.—A cup presented by Sir T. Jackson, Kt.—1. Mr. Cowie; 2. Mr. Wakefield.

18.—150 Yards Race (Native Officers).—First prize, \$20; second, \$10; third, \$5. Presented by H.E. the Governor.—1. Jem Nubher Hassan, 22nd B.I.; 2. Sab. Ahmed Doo, H.K.S.B.R.A.; 3. Gowan Som, 3rd M.L.I.

19.—One Mile Race (British Troops).—First prize, \$25; second, \$10; third, \$5. Presented by H.E. the Governor.—1. Bandaman Gregory, R.W.F. 4min. 55sec.; 2. Mac. Gun Chiholm; 3. Bom. Reed.

20.—Obstacle Race (all natives of India in Government employ).—First prize, \$15; second, \$8; third, \$4. Presented by Hon. C. P. Chatter.—1. Nulash Singh, H.K.S.B.R.A.; 2. Shaik Gilmison, 3rd M.L.I.; 3. Shaik Kullo, 22nd B.I.

21.—Semi-final Tug-of-War (British Troops).—See final on second day.

SECOND DAY.

1.—High Jump (British Troops).—First prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. Bandaman Gregory, R.W.F. 5ft. 11 in.; 2. Gun. McCann, R.G.A. 5ft. 4 in.; 3. Bom. Frost, 3ft.

2.—220 Yards Race (members of Police Force).—First prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. P.C. Gast; 2. P.C. George; 2nd run.

3.—150 Yards Race (for Indian Native Troops of 12 years' service and upwards; one yard for each year above minimum).—First prize, \$8; second, \$4; third, \$2. Presented by Hon. C. P. Chatter.—1. Faizal Khan, 22nd B.I.; 2. Gunda Singh; 3. Bajan Singh, Siege Train, Bullock Est.

4.—Final Hurdle Race (British Troops).—First prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. Ser. Wallis, 19 sec.; 2. Cor. Griffiths; 3. Cor. Tomlinson, R.W.F.

5.—Long Jump (British Troops).—First prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. Bandaman Gregory, 17ft. 7 in.; 2. Gun. McCann; 3. Ser. Bath.

6.—Bullock Riding.—First prize, \$5; second, \$3; third, \$2. Presented by W. Poate, Esq.—1. L. N. Dayna; 2nd, Mr. Mistry; 3. Goolan Mahomed.

Putting the Shot (British Troops).

1st prize, \$15; second, \$10; third, \$5. Presented by Soldiers' Club.—1. Ser. Wallis, 110 yds.; 2. Bom. Reed, 108 yds.; 3. Bom. Frost, 106 yds.

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TIENTSIN.

[FROM OUR OWN CORRESPONDENT.]

Tientsin, 8th April.
CONTINUED FRENCH ROWDYISM.

The chief feature of the week has been the continued rowdyism of the French. This has become so persistent and so serious as to threaten to impair the *entente*. Making every allowance for national bias and discounting heavily all one-sided accounts that reach us, the conclusion is still that only one side is to be blamed—our Gallic allies in the ranks; for it is to be noted that the conduct of the officers has throughout been unimpeachable. The French private is suffering from an acute attack of Angiophobia, as occult in its origin as it is disagreeable in its effects. A week ago Lieut. Barnett of the Sixth Barmahs was cut down by a sword slash, in the main thoroughfare between the two British Concessions. He was most gratuitously attacked by a crowd of seven men, but had the satisfaction of giving one of them a heavy blow with a stick; before he was seized from behind, thrown down and severely wounded by a sword attack. Fortunately one of his assailants dropped his hat, which led to his subsequent arrest; and let us hope, his punishment. The men of the Sixty-first are quite out of hand and nobody in private wears the fact than other French officers. Only six days ago at the Station the French guard disobeyed their corporal, filled their magazine rifles, and sallied out to avenge a fancied insult (the Indian sentries had stopped one Frenchman abusing and ill-treating a coolie). Blood would have inevitably been shed but for the accidental appearance of their own commanding officer, who at that moment had to leave the dinner table; he came across his own men bent on honour's cause as they called it though others deemed it murder. Needless to say, the men were at once put under arrest. It is to be clearly understood that this mania is confined only to Tientsin; in Peking the troops are far apart, but are mutually courteous when they meet; at Shanhaikwan they are the best of friends, and so they are at all the minor stations where both are located.

AFFAIRS OTHERWISE CALM.

The Russian affair, the disagreement about the land at the Railway Station, is in abeyance; and barring the attitude of the French soldierly our local horizon is clear.

AMERICANS LEAVING.

The American force, with the exception of a Legion guard of 150 men at Peking, is making every preparation to leave Chihli, and has already advertised the sale of all its superfluous stores. Like the Australians it will leave with the hearty goodwill and the esteem of everybody. Nothing could have been more satisfactory than the good-comradeship which has marked their relations in all ranks with our people; "brother-in-arms" is the exact phrase for it. There is also a report that the French and Russians contemplate large withdrawals of their forces in the North in the next few days.

PEKING NEWS.

The political situation has not, as far as is known, developed one jot; and wise observers have given up speculating on the matter. I feel sure that the extension of the Legations which is going on all the time, quite apart from the views of the Chinese, is a bigger question than most folk imagine in the Manchurian mind; it will be a very bitter pill for them to swallow, and as much as anything retards their return. Never again will Christendom allow itself to be at the mercy of ignorant and fanatical foes, and if fortress there must be in the Capital it is to be in our hands. The Railway is at present being extended from the outer gate of the Temple of Heaven to the wall adjoining the Chinese and Tartar Cities, between the Water Gate and the Hata Men. At present the line is not going through the wall, though the latter is to be cut for the convenience of passengers. The British troops this week in Peking give a grand athletic and military tournament on the Indian scale; the affair is to last four days and there is a special camp and mess for visitors, civil as well as military.

BRITISH CLAIMS FOR COMPENSATION.

There is a good deal of criticism here at the constitution of the Legation Committee for investigating British claims. I think I mentioned before that it is composed of Mr. Power, the First Secretary, and Messrs. Campbell and Jamieson of the Consular Service. As to ability and impartiality, the Committee is a very strong affair, but Tientsin is of opinion that a home barrister of wide commercial experience should have a place on it, as many of the questions on which it will have to decide involve complex trade matters and crucial points in commercial law. It is now supposed that the gross claims will not be far short of two millions sterling; this of course only refers to British subjects.

DR. IRWIN'S DEATH.

Tientsin on Good Friday lost in Dr. Andrew Irwin one of its oldest residents and most esteemed citizens. As a man and a doctor the deceased gentleman commanded boundless respect, and better still, confidence and affection. He was one of the pioneers of Western medicine among the Chinese and was for years an intimate friend of Li Hung-chang, whom he accompanied to Europe on the occasion of his famous mission. Dr. Irwin leaves a widow and one child. Their departure will leave a gap in our social circle that can never be adequately filled. The funeral took place on Easter Sunday and was attended by all sorts and conditions of men, affording most striking testimony to the unique position the good doctor held in the hearts of the native as well as in the affectionate regard of our very cosmopolitan community.

CORRESPONDENCE.

We do not hold ourselves responsible for the [opinions expressed by our correspondents.]

MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

18th April.

SIR.—All parties, I think, should be grateful to Mr. Michie for the judicious and impartial tone with which he treated the subject of his instructive lecture. If the missionary question is to be discussed, as he says it must, it is greatly to be desired that it be done in the moderate and impartial method of which he gives the example. May I be pardoned for taking exception, in this connection, to certain strong expressions in your own valuable columns, where certain practices of some bodies of missionaries—practices which may indeed be worthy of condemnation—are qualified as simply "vicious" and "disreputable"?

Missionaries in particular will be grateful to Mr. Michie for his clear testimony to the fact, "that the Christian religion, as such, has never provoked the Chinese Government or people to acts of violence; and that their real objection to the propaganda has been, and is, primarily political, and only incidentally religious." The difficulties surrounding missionary work are manifold and complex, and it is not easy to get at the bottom of them and to say just how such difficulties might be best overcome. In the practical solution of them, no doubt many mistakes have been committed, and it is well that mistaken methods be brought to light. However, exaggeration will not help the cause of truth, and even Mr. Michie is not quite free from exaggeration, I should say; as when he says, for instance, that the aim of Roman Catholic missionaries is to "convert the population of China into French citizens."

Mr. Michie's reference to the missions under the Mongol dynasty is interesting and instructive. Those were purely for foreigners in China, when not missionaries only, but even the "globe-trotters" of those times, could bear such testimony as that of the old Moor, Ibn Battuta: "China is the safest, as well as the pleasantest, of all the regions on the earth for a traveller." It is well known that flourishing missions existed in those days, which disappeared upon the advent to power of the exclusive, superstitious and narrow-minded Ming. May not the peace and the prosperity enjoyed by the missions in those days be attributed to the efficient and liberal-minded government under the great Khan and his successors? And perhaps here we might find the solution of the missionary question of our day. Give China an efficient government, assure the people a just and equitable administration in the provinces, so that there may be no reason for looking to foreigners for protection, no hope of practising injustices through the favour of foreigners, and let us say, under false pretences; then, if the missionary question does disappear, or does not lose most of its troublesome and disagreeable features, we may be able at least to fix the blame more definitely upon certain missionary methods. It can scarcely be said that missionary work has had a fair chance in China since the beginning of the persecution in the 19th century, to which Mr. Michie refers. It would be much to claim that, among so many missionary bodies, of such different views and methods, there have been no abuses, however well-intentioned we may suppose missionaries to be. But considering the unfavourable circumstances in which missionary work is, and has been, carried on, we might abstain from passing too severe a judgment upon certain provisional methods. If the outcome of the present crisis in China were to be the establishment of a really good and efficient government in the empire, the missionary question might regulate itself, or at least it would be easier to discover abuses and remedy them.

Mr. Michie attributes the origin of the persecution in the 19th century to a Jesuit plot to dethrone the Emperor and put up a usurper. The persecution began under Yung-ching, within a few days after his accession to the throne. Mr. Michie may refer to the troubles at court, before the death of Kang-hi, concerning the succession. Those troubles were of a serious character, but I do not think the slightest reliable evidence can be produced that the Jesuits had anything to do with them. That the Jesuits did not plot against Yung-ching after his accession, there is evidence sufficient in the fact that they were retained at his court as astronomers during his whole reign.

SAM-PA-TSAI.

[We may point out to our correspondent that what we described as "vicious" was the principle upheld by Western arms in China that the life of a foreign preacher can and must be paid for in money or land for his country's benefit; and as "disreputable" the policy of the European Powers who are willing to use their missionary countrymen as political agents. We did not actually apply the terms in question to missionary practices, though we cannot see that, had we so characterised a willingness on the part of Protestant evangelists to lend themselves to such schemes, such terms would have been unjustifiable.—Ed. D.P.]

Gliding down without the aid of a battery, says a writer in *Work* gives only the thinnest film of gold; it cannot be expected to stand any real wear, as the film of gold is easily rubbed off. The following solution may be used in gilding brass and copper chains: Dissolve 4 oz. of gold chloride in 1 qt. of distilled water, and 1 lb. of potassium carbonate dissolved in 1 qt. of distilled water, and boil the mixture for two hours. Strain the chains in the hot solution for a minute, rinse in hot water, and dry by shaking in sawdust. Silver and other metal chains may be gilded without a battery in an ordinary gold cyanide gilding solution by attaching a strip of zinc to the article. But in this case the gilding solution soon becomes contaminated with zinc.

THE HEALTH OF HONGKONG IN 1900.

The Report of the Medical Officer of Health for the year 1900 is now published. We make the following extracts:—

AREA.
The island of Hongkong has an area of rather more than 29 square miles and the City of Victoria is situated upon its northern shore, extending along the sea-front for a distance of four-and-a-half miles and up the hillside to the city limit of 660 feet above high-water mark.

The domestic building of the City of Victoria number 8,600 (exclusive of Barracks and Police Station) of which 738 are European dwellings, while there are also some 130 European dwellings in the hill district. This shows a decrease of 14 non-Chinese dwellings as compared with the previous year and an increase of 693 Chinese dwellings. The plan of 1,319 new buildings, and of alterations to 3,188 existing buildings have passed through my hands during the year, with a view to seeing that they complied strictly with the Public Health Ordinances of the colony. During the previous year plans of 634 new buildings, and of alterations to 772 existing buildings were received, so that the records of the past year show great activity in building operations throughout the colony, which has been occasioned in part by the alterations required by Ordinance 34 of 1899.

POPULATION.
The population of the Colony at the Census taken in January, 1897, was 248,880, while at the Census taken in January, 1901, it was 283,955, exclusive of the Army and Navy.

The following is the estimated population to the middle of 1900:—

| | |
|--------------------------|---------|
| Non-Chinese Population | 91,330 |
| Chinese Population | 192,625 |
| Total Chinese Population | 283,955 |
| Army | 2,568 |
| Navy | 3,110 |

Total Population of the Colony: 293,418
Neither the Census returns, nor the estimates given above, include that portion of Kowloon to which the jurisdiction of the Sanitary Board was extended at the end of last year. The total strength of troops in garrison on June 30th, 1898, was 53 British officers and 1,143 British warrant officers, N. C. O.'s and men, with 11 Indian officers and 999 Indian warrant officers, N. C. O.'s and men, making a total of 2,116 as compared with 3,098 in the previous year. There were in addition 31 British women and 150 British children, and also 82 Asiatic women and 139 Asiatic children on the strength. The reduction in the number of troops in the colony at this period of the year is explained by the fact that a number of them were serving in the north with the China Expeditionary Force. At the Census taken in January, 1901, there were 5,501 officers and men and 2,139 camp followers resident in the colony, making a total of 7,640.

The total strength of the British fleet on the China station on June 30th, 1900, was 6,719 British officers and men, 390 Chinese servants and 1 Japanese servant making a total of 7,110 as compared with 7,738 in the previous year. At the census taken in January, 1901, the actual number of officers and men of His Majesty's Navy present in the colony was 5,597 and the estimated average number resident here (ashore and aloft) throughout the year 1900 is put at 3,110.

The Chinese boat population of the colony (including 1,180 Chinese on the merchant ships in the harbour) numbered 41,581 at the census taken in January, 1901, and has been estimated at 40,180 to the middle of the year 1900. The number of registered boats belonging to the port in 1900 was as follows:—

| | |
|--------------------------------------|--------|
| Fishing and trading junks | 7,434 |
| Cargo-boats, lighters, sampans, etc. | 4,933 |
| Total | 11,367 |

This represents an average of 3.4 persons per boat, which is precisely the same as the average at the previous census. The number of boats licensed in 1899 was 10,885 and in 1898 it was 10,150.

The figures for 1900 do not include 1,165 fishing junks licensed for Cheung Chau, 767 for Tai O and 2,154 for Tai Po, as these villages in the New Territory do not come within the jurisdiction of the Sanitary Board, nor are they included in the estimates of population.

The population of the colony is classified primarily into Chinese and non-Chinese, the former being greatly in the majority. The non-Chinese comprise a white population of 10,020, of whom 8,842 are civilians and the remainder belong either to the Army or the Navy. The coloured races (non-Chinese) number 4,788 and include East Indians, Malays, Filipinos, and a few Africans and Japanese, while the coloured Portuguese alone number 1,893.

The population is essentially a male adult one, as no less than 72.9 per cent. of the Chinese population and 62.6 per cent. of the non-Chinese civil population are males, while more than half the civil population (58.9 per cent. of the Chinese and 47.6 per cent. of the non-Chinese) are between the ages of 20 and 45. The proportion of the population of Great Britain between these ages is only 38.8 per cent.

The recent Census has revealed the fact that during the past four years—that is to say since the Census taken in January, 1897—the excess of males over females has become more marked, both among the Chinese and the non-Chinese. For the previous proportions were 74.9 per cent. of males among the Chinese, and 58.6 per cent. of males among the non-Chinese. The greatly increased rentals of domestic buildings, during the past four years, are no doubt the cause of this reduction in the female population, for both the Chinese and the non-Chinese would bear a just proportion to their earnings. It will be noted that the reduction is even more marked among the non-Chinese community than among the Chinese, and until cheap and rapid transit is afforded to the outlying districts of the City, I am afraid that this great disproportion of the sexes will be maintained, or even further accentuated.

BIRTHS.

The births registered during the year were as follows:—

| | | | |
|-------------|------|--------|-------|
| Chinese | Male | Female | Total |
| Non-Chinese | 89 | 54 | 123 |
| Coloured | 82 | 56 | 138 |
| | 582 | 357 | 939 |

This is equivalent to a general birth-rate of 33 per 1,000, as compared with 45 per 1,000 in 1899, and 47 per 1,000 in 1898. The birth-rate among the non-Chinese community alone was

17.1 per 1,000, as compared with 17.7 per 1,000 in 1899 and 15.9 per 1,000 in 1898.

DEATHS.
The total number of deaths registered during the year was 6,773 as compared with 6,181 during the previous year. The death-rate for 1900 was therefore 23.9 per 1,000 as compared with 23.5 per 1,000 in 1899, and an average of 22.3 per 1,000 during the preceding five years. These deaths include 1,622 from bubonic fever (plague).

The death-rate of the colony shows a marked reduction during the past ten years, when compared with the rate for the previous decade, but there can be no question that, with such a young adult population as exists in this colony, the death-rate can be very much further reduced by improvements in the conditions under which the bulk of the population are housed.

The total number of deaths among the Chinese community was 6,471, which is equal to a death-rate of 24.1 per 1,000, as compared with 24.4 per 1,000 during the previous year. The deaths registered among the non-Chinese numbered 302, of which 228 were from the Civil population, 59 from the Army and 15 from the Navy; this is equal to a death-rate of 20.4 per 1,000.

The nationalities of these deaths were as follows:—British and American 118, Indian and Malay 103, Portuguese 40, Japanese 11, German 11, French 10, Norwegian 5, Italian 2, and Austrian 1. The total death-rate among the white races was therefore 15.2 per 1,000 as compared with 12.4 per 1,000 in 1899, and among the coloured races it was 30.2 per 1,000 as compared with 28.3 per 1,000 in the previous year.

THE FRACAS AT NAGASAKI.

The *Nagasaki Press* of the 12th inst. says:—
The disgraceful affray which have taken place during the last few days between the British and French bluejackets and soldiers were of so serious a nature as to call for immediate steps to be taken to prevent the possibility of its recurrence. As usual in such cases, it is impossible to arrive at the origin of the quarrel between the two parties, and as encounters between "Jacks ashore" are liable to arise on every trifling provocation, it is unnecessary to pursue minute investigations on the point. So long as the fighting partakes merely of the nature of fistfights, not much harm is done, and the public are apt to view the indulgence of sailors in this form of amusement with considerable leniency. Unfortunately the disturbances of the last few days have been more serious, many of the belligerents having been armed with formidable clubs and sword-sticks. The death of one British bluejacket has to be recorded, while certainly three others are seriously injured and may succumb to their wounds. We regret to say that in the dastardly use of lethal weapons our Gallic visitors were to blame, their ideas of fairplay being somewhat elastic, and the fact that it was possible for them to purchase such dangerous weapons sword-sticks in this town should cause the police authorities to investigate the sale of these goods and to impose some prohibition, for so far as we know, there is no excuse whatever for carrying arms of offence.

That further bloodshed did not ensue on Wednesday last is a great measure due to the praiseworthy action of certain of the French military officers, who, realising the perilous situation, at once got their men in hand and sent them off to their ships, thus disposing of the soldierly element, although the French bluejackets did not appear inclined to recognise military authority. On the other hand we regret to record that in spite of the knowledge of what had taken place on Tuesday night, and with the strong probability of the *Barfleur's* men seeking revenge for the injuries to one of their marines, the officers of that vessel took no precautions for controlling their liberty men, and there was no patrol from that ship.

The Japanese police force was again demonstrated to be absolutely valueless to cope with such a disturbance, and it is far from reassuring to the inhabitants of this town to find that a handful of obstreperous sailors are able to take complete possession of the streets for some hours and to create a state of affairs which is nothing less than a serious riot. A seaport town such as Nagasaki, where large bodies of men are let loose in search of amusement and mischief, requires an efficient and powerful set of police whose arms as well as presence are able to impress evil-doers with the majesty of the law. It is stated in the *Nagasaki paper* that no arrests were made, or can now be made, as the transport *Nise*, with the soldiers who committed the murders, sailed for Tonkin on the 12th inst.

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57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

Have for Sale, INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods. INSPECTION IS SOLICITED. Hongkong, 8th November, 1900. [27]

DAVID COSSAR & SON'S
MERCHANDISE
NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNOLD, KARBURG & CO. Sole Agents. [3190]

AMERICAN SYSTEM OF DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [759]

ON & CO.,
PHOTOGRAPHERS AND PORTRAIT PAINTERS.
All kinds of Oil Paintings and Photographic Enlargements.
39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gump & Co.
Hongkong, 29th March, 1901. [797]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perish

NEW ADVERTISEMENTS

THEATRE ROYAL.

CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (MONDAY), APRIL 22nd.

THE BROUGH COMEDY CO.

BROUGH COMEDY CO.

BROUGH COMEDY CO.

TO-NIGHT (MONDAY), April 22nd.

LAST NIGHT!

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NEW ADVERTISEMENTS

NOTICE.

DURING my short temporary ABSENCE from the Colony my BUSINESS as an ARCHITECT, &c., will be carried on by my representatives.

JOHN LEMM, F.I.A.

Architect.

64, Queen's Road Central.

Hongkong, 22nd April, 1901. [1089]

SINGING, PIANO, MANDOLINE,

AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.

TERMS ... \$18 per Month.

(Two Lessons per Week).

Application may be made by instating Pupils through the ROBINSON PIANO CO.

Hongkong, 22nd April, 1901. [1078]

TO LET.

"RICHMOND HOUSE," 11, Robinson

Road. Possession from May 1st.

Apply to—

L. T. M.

Care of Office of this Paper.

Hongkong, 22nd April, 1901. [1079]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the

above ports on THURSDAY, the 25th inst.,

at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,

Agents.

Hongkong, 20th April, 1901. [1066]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR TAMSUI VIA SWATOW AND

AMOI.

THE Company's Steamship

"DAIJI MARU."

Captain T. Ogata, will be despatched for the

above ports on SUNDAY, the 25th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 22nd April, 1901. [17]

LAUNCHES FOR SALE.

TWO are—Length 62 feet over all; Breadth,

11 feet 6 inches; Depth, 6 feet 8 inches;

Compound Surface Condensing Engine, 8 inches;

Working Pressure, 125 lbs.; Stroke, 12 inches;

Working Pressure, 125 lbs.; Stroke, 12 inches;

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Working Pressure, 125 lbs.; Stroke, 12 inches;

Working Pressure, 125 lbs.; Stroke, 12 inches;

ENTERTAINMENT

JAPANESE THEATRE.

PERFORMANCES DAILY.

THE FINEST OF JAPANESE THEATRES is now in Hongkong for a short period. The Company now in Hongkong for a short period have over twenty male and female Artists, to whom they have to pay high salaries. Amongst other numerous tricks may be mentioned cycling on a steel wire, and the jump several tens of feet high on the sea-saw. In all the towns in which the Company have performed they have met with stupendous success. It is a fact that the artists are unparalleled.

LOCATION—

PRAYA RECLAMATION GROUND.

Opposite BONHAM STRAND WEST.

COME AND SEE.

Day Performance from 2.30 P.M. to 5 P.M.

Night Performance from 8.30 P.M. to 11 P.M.

PRICES—

First Class ... \$1.00.

Second ... 0.50.

Third ... 0.30.

Hongkong, 17th April, 1901. [1096]

PUBLIC COMPANIES

UNIVERSAL TRADING CO., LIMITED.

NOTICE.

SHAREHOLDERS in the above Company are hereby notified that from the 1st April, interest at the rate of TWELVE PER CENT. PER ANNUM will be CHARGED on all UNPAID CALLS until further notice.

ELLIS KELLY,

General Manager.

Hongkong, 19th April, 1901. [1068]

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1900, has been declared. Warrants will be issued on the 1st May. By Order of the Board.

W. J. SAUNDERS,

Secretary.

Hongkong, 19th April, 1901. [1062]

WILLIAM POWELL,

LIMITED.

INCORPORATED under the Companies Ordinance of Hongkong, whereby the Liability of Shareholders is limited to the amount of the SHARES.

CAPITAL ... \$120,000

DIVIDED INTO 12,000 SHARES OF \$10 EACH.

5,000 Shares have been Subscribed Privately,

the remaining 7,000 Shares are offered to the Public.

DIRECTORS:

ALEXANDER TILLET,

CANADIAN PACIFIC RAILWAY CO.

HENRY HUMPHREYS,

Messrs. JOHN D. HUMPHREYS & SON.

BANKERS:

THE HONGKONG AND SHANGHAI

BANKING CORPORATION.

GENERAL MANAGEMENT.

The Management of the Business will be conducted as heretofore until the engagement of a competent Manager by the Co's Agents in London.

SOLICITORS:

Messrs. MOUNSEY & BRUTON,

39 and 41, DES VOUX ROAD.

AUDITOR:

WILLIAM H. GASKELL.

PROSPECTUS.

The Company has been formed for the purpose of acquiring and extending the business at present carried on by W. POWELL & Co., Queen's Road Central, Drapers, Furnishers, Milliners, Outfitters, and Upholsterers, &c.

The business was established over sixteen years ago by WILLIAM POWELL Junior, who has now retired owing to ill-health.

The vendor is confident that the business can be further developed, especially in the furnishing department, with an increasingly profitable trade.

The purchase price is based upon the Balance Sheet of the vendor dated the 26th July, 1900, as certified by W. H. GASKELL, Accountant, and the Company will take the net profits as from the 1st July, 1900.

The vendor will provide all preliminary expenses of the formation and bringing out of the Company, and the issue of its Capital.

The vendor, WILLIAM POWELL Junior, will enter into an agreement with the Company for the sale and purchase of the business.

Prospectuses together with Application Forms, can be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION, Queen's Road, or from W. H. GASKELL, 14, Des Voux Road.

Shares Lists will CLOSE on the 30th day of April, 1901.

Hongkong, 4th April, 1901. [944]

THE

ROBINSON PIANO

CO., LIMITED.

Best Value in

PIANOS.

Monthly Payment System.

TUNING.

REPAIRS.

Our Specialty.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand Stock reduced to Clear for Summer.

Hongkong, 14th March, 1901. [496]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,

GENERAL STOREKEEPERS,

No. 11, LEE YEE STREET, EAST.

Hongkong, 25th July, 1900. [207]

AUCTIONS

GOVERNMENT NOTIFICATION.

No. 214.

The following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 22nd day of April, 1901, at 3 P.M., are published for general information.

By Command.

T. SERCOMBE SMITH,

Selling Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 6th April, 1901. [1017]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 22nd day of April, 1901, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Pok-tam Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent, to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale

Boundary

Measurements

Contents in

Square Feet

Annual Rent

Upset Price

No. of Sale

Boundary

Measurements

Contents in

Square Feet

Annual Rent

Upset Price

No. of Sale

Boundary

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Annual Rent

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Boundary

Measurements

Contents in

Square Feet

Annual Rent

Upset Price

No. of Sale

Boundary

Measurements

Contents in

Square Feet

INTIMATIONS. EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
18, Queen's Road Central
(R. HOUGHTON & Co.)
(Nearly opposite the Hongkong Hotel).
Business Hours 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting the eye, and in life occur to
those having some deficiency in the construction
of the eye—the many years of "Eye Strain"
leading in serious forms of disease. Glasses
specially adapted in youth, to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together, any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE. [77]

OREGON LUMBER.

THE Underlying, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES. SIEMSEN & CO.
Hongkong, 14th March, 1901. [50]

YEE SANG & CO.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIP-
TION OF COAL.
Address—Care of Messrs. KWONG SANG & CO.
No. 14, DES VUEX ROAD. [88]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS
KANG ON,
Contractor, 30, D'Almeida Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.
"THE PHARMACY."
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aera-
tized Water, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN
A. CHEE & CO. Established 1852.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER
MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS
A FONG,
The largest and most complete Studio in
Hongkong. Established 1850. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 10, House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
opment Works. Amateurs' Requisites.

M. MUMFORD, JAPANESE ARTIST.
Bromides and Grayo Enlargements and
also colouring. Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs. No. 34, Queen's
Road Central.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road, Cl. also Wanchai.
Amateurs' Requisites a Specialty.

PRINTING
"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS
IF. BLACKHEAD & CO.
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central next Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners Compositions ("Gey-
hound Brand" and "Blondell
Spence & Co.'s Composition).

TAILORS
R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road.
Opposite Kuhn's Cigar Store.

TOBACCONISTS
D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS
IDROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

TO LET.

HOUSE in RIFON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 18th March, 1901. [66]

TO LET.
"STILLINGFLETE" PEAK ROAD.
6 ROOMED HOUSE from 1st May.
Apply to—
ARRATON V. APCAR & CO.
Hongkong, 14th March, 1901. [741]

TO LET.
NOS. 2 & 5, RICHMOND TERRACE—
Immediate Possession.
Apply to—
LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612]

TO LET.
TWO very spacious and well ventilated
TWO-STORY EUROPEAN RESI-
DENCES with GARDENS and TENNIS
LAWNS, each containing 6 ROOMS, BATH-
ROOMS and OUTHOUSES, in MACDONNELL
ROAD, on Inland Lot No. 1,509.
Apply to—
TANG LAP TING,
No. 18, Queen Street, Hongkong,
or to
MOK MAN CHEUNG,
Batterfield & Swire.
Hongkong, 19th March, 1901. [1063]

TO LET.
COMMODOUS GODOWN on First Floor
in Duddell Street.
Also,
FURNISHED, "THE EYRIE," a spacious
and grandly situated bungalow at Peak.
For Particulars, apply to—
B. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 3rd April, 1901. [933]

TO LET.
POSSESSION APRIL 1st.
NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [661]

TO LET.
WITH IMMEDIATE POSSESSION.
NO. 9, SEYMOUR ROAD.
Apply to—
S. B.,
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

TO LET.
HOUSE at MOUNT KELLET SPUR,
now in occupation of H. MATHEON
Brown, Esq.
Apply to—
LINSTED & DAVIS.
Hongkong, 27th March, 1901. [876]

TO LET.
NO. 45, ELGIN STREET, a SIX-
ROOMED HOUSE. Immediate posses-
sion.
Apply to—
No. 45, ELGIN STREET.
Hongkong, 11th April, 1901. [990]

TO LET.
HOUSE, No. 3, SEYMOUR ROAD, 3rd story
European Residence, containing 6 ROOMS
and commanding a good view of the Harbour.
Apply to—
DARTLY & CO.,
Agents,
19, Queen's Road Central.
Hongkong, 10th April, 1901. [980]

TO LET.
A VERY spacious and well-ventilated
EUROPEAN HOUSE with a GARDEN
and TENNIS LAWN. No. 37, ROBINSON
ROAD, known as "FERNSIDE," containing
6 ROOMS, BATH ROOM and OUTHOUSES.
Possession from 1st June, 1901.
Apply to—
TAM TSZ KONG,
42, Bonham Strand West.
Hongkong, 15th April, 1901. [1008]

TO LET.
TWO SPACIOUS GODOWNS, with
UPPER ROOMS for Dry Goods, Nos. 1
and 2, facing the Sea, and situated at BEL-
CHER'S BAY on M. Lot 243.
Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET.
"MEIRION S," the PEAK, a FIVE-
ROOMED HOUSE, Completely
Furnished, from 1st May till 31st August.
Apply to—
PAUL BREWITT,
Care of DARTLY & CO.,
19, Queen's Road.
Hongkong, 15th April, 1901. [1016]

TO LET.
2ND FLOORS of Nos. 62A and 64,
and GROUND FLOOR No. 68,
QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [234]

BOARD AND RESIDENCE.
MRS. GILL ANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY,
"VERITAS,"
BEACH ROAD WEST,
FRIESTOWN, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

(PUBLISHED BY SPECIAL ARRANGEMENT.)

WOMAN'S WORLD: DOMESTIC AND SOCIAL.

BY EMINENT WOMEN WRITERS.

(COPYRIGHT.)

WHY GIRLS MARRY AND WHY THEY DON'T.

BY
MRS. HUMPHREY.

All but the most infuriated of Women's
Rights will concede that without marriage a
woman's life is not completely and harmoniously
rounded off. It may be a sweet song, but if so,
it is a song without an accompaniment. In a
word, it lacks something. Even if mothers,
worldly or unworlly, never suggested to
daughters a single word about marrying, the
young things would arrive at the idea all by
themselves naturally and quite unaided. They
look round them and see the world set out in fami-
lies. Why, that in itself is enough to show them
that they, in due course, may some day marry.
A girl-friend comes engaged and asks some
of her girl-friends to be bridesmaids. Oh, what
a pretty, dainty fluttering there is then in the
dove-cotes! And every bridemaid thinks in
her heart of the coming day when she herself
will fill a similar rôle to that of the bride, the
central figure.

In the old-fashioned days there used to be
two reasons why a girl married. One, and not
at all a bad one, though friends and relatives
occasionally regarded it as insufficient, was that
she fell in love with some one. O that fall in
love! How the world misunderstands it! And
how utterly astonishing and incomprehensible
it is to the girl herself. Very few men can
really estimate the delicacy and purity of a
girl's thoughts about love. And, in fact, it is
not every man who can comprehend that, even
among themselves, there are some whose devo-
tion is as delicate and disinterested as a girl's.

But in what proportion are the true lovers of
the world to those who know nothing about it?
Question impossible to answer, I pass you by.

The other reason for which a girl married in
the sixties and the seventies was that she wished
to be "settled." The phrase is not quite so
common in this connection as it used to be, but
it is still occasionally heard, and the word itself
points to the truth of the idea that without
marriage a woman feels that her life wants
ballast. She cannot accept it and settle down to
calm serene and calm as men do some-
times.

True, the ballast when it comes may turn
out to be of a very inconvenient and highly
unsettling description; but even now in these
advanced times, there are women who believe
and declare that a miserable marriage is better
than none, so firmly rooted is their notion that
a woman's life is incomplete without a matri-
monial partner.

In these days of freedom and emancipation
there are still thousands and thousands of
English girls who marry for those two reasons
that ruled their grandmothers—love and a set-
tlement. But, on the other hand, there are
thousands who are incapable of feeling love,
and other thousands who believe that a life of
freedom is better than the "best match" ever
made. Some of these too clear-sighted young
creatures look round upon the homes of their
married friends and wonder in what the jaunty
"joys of wedded life" are supposed to consist.
They see Mrs. Jones with half-a-dozen
children and half that number of trouble-
some servants. They note that her maid can
seldom get past the worries of her household
and the cares of her nursery to appreciate any
intellectual pleasure. They look at Mrs. Brown,
who has no children, but whose home-peace
is no more inviting than that of Mrs. Jones.
For is there not a Mr. Brown? Has he not
laid a heavy hand on the heart and soul of Mrs.
Brown? She is no longer herself. Her whole
identity is swallowed up in his. No encourage-
ment to marry in that.

Then these inquiring minds turn to the happy
little household of the Greens, two turtle-doves.
This ought to be a very cheering sight, but
somehow the spectators do not find it so. The
truth is that the inspecting girls are not in love
with Mr. Green, and cannot imagine how Mrs.
Green can live so dull a life. "That double-
fronted villa! That garden, with the little
fountain and the frog! Oh, how I should hate
it if I had always to be there!"

Domesticity is only delightful from within.
When a girl loves somebody, she finds it charm-
ing to order nice dinners for him and takes an
interest in even the kind of blacking he likes
best for his boots. But she cannot enter into
this happy domesticity in the home of another.
She thinks it commonplace, narrow, unworthy
of all that she feels within her. What! That
the elixir of life? Love is a three-story house
with electric bells and gas laid on? Are her
rosy, youthful dreams to end in that?

Are there not whole suburbs of such homes as
these? She thinks. But not for her such a
dismal, everyday existence. She has the world
before her where to choose. Shall she content
herself with a tiny corner of earth (36 feet by
70 is somewhere about the usual measurement!)
when so many delicious possibilities lie invit-
ingly before her. May she not meet somewhere a
picturesque being, as Isabel Burton did, and
live a life of glorious romance? May she not
make for herself a name in some of the upward
paths that now lie waiting for the feet of women
to tread?

No! No! She will not dream of marrying.
She goes on her way and smiles superior upon
the bride, her friend, who so happily settles down
in a charming home, content to make its bright-
ness for her young husband.

Ten years later, she begins to wonder if she
has taken a wrong turning. Twenty years
later, she will decide that she has made a fatal
mistake. Her friend, the quondam bride, is

surrounded by pretty daughters and well-
mannered sons, and is at that happiest, serene-
st period of a woman's life when, having gone
through the burden and heat of bringing up
her children, she can delight in their fresh com-
panionship and sweet affection.

There are women to whom life has opened
up such a busy, full existence that they have
never, since girlhood, given marriage a thought.
They have found their place in the world, and
worthily they fill it. Some of them are doctors,
some at the head of great educational or
industrial institutions. Their world respects
them. Were one of these to marry, her friends
would put to her, or to each other, the fatal
question: "Why?" She would at once lose
dignity, even if she succeeded in maintaining
her own self-respect. No matter how suitable
may be her choice of a partner, there will be
disagreeable comments. "I can't think why
she wants to marry, a woman of her age and
position. It seems such a mistake!" So say
her friends—and truth to tell, they are often
very right. For if to a young woman to marry
is to settle, to one who has passed the prime of
life to marry is more often to unsettle. To
have lived celibate for ten or fifteen years after
maturity is a very bad preparation for matri-
mony. Instead of a dust, it is apt to become
a fuel. One or other of the partners has to
knock under, unless a very real, warm, true
love exists on both sides.

It is sometimes interesting, even amusing, to
note how very quickly love can overthrow, at a
touch, all preconceived ideas, all resolutions
formed in good faith and in utter ignorance of
his power.

"Marry! Good gracious, why should I
marry?" said once a woman who had passed her
thirtieth year and who was asked why she had
never married, probably by some old-fashioned
person who had failed to realise new conditions.
"I have all I want in life," pursued the in-
dividual questioned, "a good income, a pretty
house, a pleasant circle of acquaintances. I have
books, music, and travel. Why on earth should
I marry?"

One short year later this same dear woman
was heard to say: "Is there any good reason
why I should not marry? I am my own mis-
tress and can surely do as I like. What has any-
one to say against it? I was a very lonely woman
until I met him. He is my equal in position,
of suitable age, etc., etc."

That mischievously-minded little person, the
god of love, rejoices in revolutionising ideas in
this fashion. But it is very certain that when
he does not interfere there are many instances
where girls feel no impulse whatever towards
marriage. Before the world opened out to
women as it has done of late, such girls as these
would have married if for no better reason than
to avoid the stigma of spinsterhood. Who
would like to be one of a class constantly re-
ferred to as "unappropriated blessings?" Or,
in former years, girls like these would have
married the first eligible merely because they
knew it would be expected of them. "Settle
down" sooner or later, and they might as well
marry at once. "These are the presents and the
trousseau, you know, and life is so dull
and empty at home!"

And it often was! But it need never be dull
and empty to any girl or woman nowadays. She
can dig up her talent that lay buried in a napkin
and develop it into a live or a dead. Every human
creature is born with some special aptitude.
Formerly no one concerned himself with dis-
covering a woman's or a girl's. To cultivate
that of their boys was considered quite enough.
Let girls sit and sew! It is so nice and safe
for them!

Well, all that is changed now, and women will
do great things in the world when all this
ferment of revolution is over. As there are a
million more women than men in Great Britain
it is perhaps just as well that a certain number
of us are quite content to run in single harness.
It is more than probable that that percentage
will increase as professions and remunerative
occupations open out more and more to our sex,
as they are sure to do. As it is, even the very
fact of seeing and meeting many men gives girls
an advantage over those who stopped at home
in the old-world way and met but three or four.
In a village, for instance, a girl has no one to
compare a young man with. Propinquity
exercises its subtle power. She falls in love
with him. In a town, the impression made by
one would be weakened by another, effaced by a
third; because the girl could compare man with
man, disengage her thoughts, study her ideals
and stand aloof from all, critically disposed.

Girls of all classes mix much more freely
with men now than they did a dozen years
ago. The bicycle has done something towards
this, and tennis led up to it before the bicycle
began to work out the emancipation of woman.
From the daughter of a duke down to the
little type-writing girl all partake in the
change. It makes for good. There are many
who think that boys and girls ought to be
educated together. It works well in America.

FACTS OF ABSORBING INTEREST
TO THOSE WHO ARE IN THE
CLUTCHES OF RHEUMATISM.

One cannot be too quickly cured of Rheuma-
tism. To get rid of those awful pains that make
life a never ending series of torture, now mild,
now excruciating, to-day in bed, to-morrow hob-
bling around on crutches—to be relieved of such
a condition is always the happiest event of one's
life. Little's Oriental Balm has effected thou-
sands of wonderful cures of long standing cases
of rheumatism, cases that were supposed to be
hopeless and beyond the reach of medicine. The
cures have been so complete and permanent that
Little's Oriental Balm is undoubtedly the true
specific to cure Rheumatism.

Mr. N. Bell, Westport, N. Y., says—
"For 10 years I suffered from rheumatism,
at times so severe that I could neither walk nor
lie down. I used Little's Oriental Balm, and it
completely cured me, notwithstanding that my
case was chronic and baffled the skill of the best
physicians. Sold at 1s. 1 per bottle. Agents
for Hongkong—THE VICTORIA DISPEN-
SARY, LD. [217-6]

Lightest other country are women so respected
and so deferentially treated? Does not Max
O'Reilly say that when he dies he wants to be
an American woman? In all the schools the
boys and girls learn together. This plan does
not seem to lessen the glamour of love when
they grow up. Not at all!

As time grows on and we become accustomed
to the new order of things, our numerical
superiority as a sex may lead to some unex-
pected developments. Already the stigma is
removed from spinsterhood, so worthily do
unmarried women fill their places in the world
—and, as time goes on, the missing crown of a
woman's life, marriage and maternity, may be
replaced by a form of completion as satisfactory
as it is beneficent. A man can live a full and
happy life in celibacy. We shall see that
women, too, can do so. A man mated has fuller
joys just like a woman. But the day is coming
when women will more frequently discover a
vocation for celibacy than has been possible
until she could as now stand alone in confident
self-reliance. There will still be always lots of
ivy for the sturdy oaks. The world will never
lack a good supply of women who must lean on
the strength of men. But the world will be all
the better for the clear-eyed, competent, capable,
responsible women, with hearts at leisure from
themselves, who will occupy themselves with
the general good. There is a grand future for
the celibate woman of Great Britain. And to
prophesy this is in no sense to decry the sweet
home-makers, the mothers of heroes and workers,
and of gentle girls who will fall in love and
marry in the dear old way.

NOTICES TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "BUCKINGHAM."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th April, 1901. [11]

NOTICE TO CONSIGNEES.
FROM MIDDLESBRO, LONDON AND
STRAITS.

THE Steamer
"DENBIGHSHIRE."

Captain Vyse, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their goods are being landed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited,
at Kowloon, and stored at Consignees' risk
and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 22nd instant will be sub-
ject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst. at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 16th April, 1901. [101]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamer
"SUEVIA."

Captain Wagner, having arrived from the above
ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 p.m.
the 15th instant.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 22nd inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst. at 3 p.m.
No Fire Insurance will be effected.
HAMBURG-AMERIKA-LINIE,
Hongkong Office.
Hongkong, 15th April, 1901. [1034]

NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA."
FROM TACOMA, VICTORIA YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LD.
Agents.
Hongkong, 15th April, 1901. [11]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"CALCHAS"

are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 23rd instant.
Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 23rd instant
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 a.m. on the 25th instant.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th April, 1901. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA."
FROM ANTWERP, LONDON, PORT
SAID, SUEZ, BOMBAY, AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Go-
down Company's Godowns at Kowloon, where
each consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

Optional goods will be landed here unless
instructions are given to the contrary before
3 p.m., TO-DAY.

Goods not cleared by the 25th instant, at
4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 18th April, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON."
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional goods will be landed here unless
instructions are given to the contrary before
3 p.m., TO-DAY.

Goods not cleared by the 25th instant, at
4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 19th April, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamer
"LIGHTNING."

having

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BIRTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|-------------------|-------------|-------|-------------------------|------------------------------|-----------------------------|
| LONDON, &c. via PORTS OF CALL. | SOBRON | Brit. str. | — | L. M. Wibmer, R.N.R. | P. & O. S. N. Co. | On 27th inst., at Noon. |
| LONDON | ASAI | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 30th inst. |
| LONDON | ANTYON | Brit. str. | — | C. F. Lockstone, R.N.R. | P. & O. S. N. Co. | On or about 18th May. |
| LONDON | CANTON | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 28th May. |
| LONDON | QALHAS | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 10th May. |
| LIVERPOOL DIRECT. | ULYSES | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 24th May. |
| LIVERPOOL DIRECT. | PRINCESS IRENE | Ger. str. | — | P. Wetlin | Messageries Maritimes | On 1st May, at Noon. |
| HAIPHONG, &c. via PORTS OF CALL. | OCEANIC | Fr. str. | — | Schmitz | HAMBURG-AMERIKA LINIE | To-day, at 1 P.M. |
| HAIPHONG, &c. via PORTS OF CALL. | KONIGSBERG | Ger. str. | — | Christiansen | HAMBURG-AMERIKA LINIE | On 3rd May. |
| HAIPHONG, &c. via PORTS OF CALL. | SEGOWIA | Ger. str. | — | Foerck | HAMBURG-AMERIKA LINIE | On 26th May. |
| NEW YORK via PORTS & SUEZ CANAL | AMBRIA | Brit. str. | — | Duckstein | HAMBURG-AMERIKA LINIE | On 10th June. |
| NEW YORK via PORTS & SUEZ CANAL | RICHMOND CASTLE | Ger. str. | — | Ostermann | DODWELL & CO. LIMITED | On or about 23rd inst. |
| NEW YORK via PORTS & SUEZ CANAL | ASTORIA | Ger. str. | — | O. P. Marshall, R.N.R. | CANADIAN PACIFIC R. CO. | On 24th inst. |
| VICTORIA, B.C., & TACOMA via SHANGHAI, &c. | EMPERESS OF INDIA | Brit. str. | — | J. Truebridge | DODWELL & CO. LIMITED | On 26th inst. |
| VICTORIA, B.C., & TACOMA via SHANGHAI, &c. | OLYMPIA | Brit. str. | — | G. D. Bowles, R.N.R. | CANADIAN PACIFIC R. CO. | On or about 1st May. |
| VICTORIA, B.C., & TACOMA via SHANGHAI, &c. | TARTAR | Brit. str. | — | — | — | On 20th May. |
| VICTORIA, B.C., & TACOMA via SHANGHAI, &c. | KNIGHT COMPANION | Brit. str. | — | — | — | To-morrow, at Noon. |
| SAN FRANCISCO via SHANGHAI, &c. | AMERICA MARU | Amr. str. | — | — | — | On 1st May, at Daylight. |
| SAN FRANCISCO via SHANGHAI, &c. | CITY OF PEKING | Amr. str. | — | — | — | On 7th May, at Noon. |
| SAN FRANCISCO via SHANGHAI, &c. | GARLIC | Brit. str. | — | — | — | To-morrow, A.M. |
| SAN FRANCISCO via SHANGHAI, &c. | STRATHMORE | Brit. str. | — | — | — | To-morrow. |
| AUSTRALIAN PORTS | THINAN | Brit. str. | — | A. E. Moses | NIPPON YUSEN KAISHA | On 26th inst., at 4 P.M. |
| AUSTRALIAN PORTS | YAWATA MARU | Jap. str. | — | McArthur | GIBB, LIVINGSTON & CO. | On 9th May, at 5 P.M. |
| AUSTRALIAN PORTS | GUTHRIE | Jap. str. | — | G. E. P. Cook | NIPPON YUSEN KAISHA | On 26th inst., at Daylight. |
| KOBE & YOKOHAMA | SHINANO MARU | Jap. str. | — | S. Yoshizawa | NIPPON YUSEN KAISHA | To-morrow, at Noon. |
| KOBE & YOKOHAMA | YOKOHAMA MARU | Jap. str. | — | Crawford | SIEMSEN & CO. | To-morrow, at 4 P.M. |
| CHINKIANG & WUHU | HEISHO | Fr. str. | — | Riquier | Messageries Maritimes | To-day, at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | INDUS | Brit. str. | — | T. H. Hilde, R.N.R. | P. & O. S. N. Co. | To-day, at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | SOCOTRA | Brit. str. | — | Brabu | EAST ASIATIC TRADING CO. LD. | To-morrow, at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ELITA NOSSACK | Ger. str. | — | — | BUTTERFIELD & SWIRE | On 24th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | SZCHUEN | Brit. str. | — | — | P. & O. S. N. Co. | On or about 27th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | BALASARAT | Brit. str. | — | — | — | On 24th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ANPING MARU | Jap. str. | — | S. Aoki | MIYOSU BUNSAN KAISHA | On 1st May, at Daylight. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | AKASHI MARU | Jap. str. | — | K. Sadaki | MIYOSU BUNSAN KAISHA | On 28th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | DAIJIN MARU | Jap. str. | — | T. Ogata | BUTTERFIELD & SWIRE | On 26th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | SUNGKIANG | Brit. str. | — | Rollo | JARDINE, MATHESON & CO. | To-morrow, at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | YUNSHANG | Brit. str. | — | — | BUTTERFIELD & SWIRE | To-morrow. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | THINAN | Brit. str. | — | — | — | On 26th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | YAWATA MARU | Jap. str. | — | A. E. Moses | NIPPON YUSEN KAISHA | On 26th inst., at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | ESMEKALDA | Brit. str. | — | G. T. Blackland | SHAW, WATSON & CO. | On 27th inst., at 5 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | LIGHTNING | Brit. str. | — | J. G. Spence | DAVID SARGENT, SOBS & CO. | On 25th inst., at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | KAGOSHIMA MARU | Jap. str. | — | K. Kori | NIPPON YUSEN KAISHA | On 26th inst., at Noon. |

SHIPPING.

ARRIVALS.

April 19, KIR, Russian torpedo-boat, 350, Kevnarsky, Saigon 18th April.

April 19, DELPHIN, Russian torpedo-boat, 350, Com. T. Novakovsky, Saigon 17th April.

April 19, BOM, Russian torpedo-boat, 400, Agiers, Saigon 18th April.

April 19, HONGKONG, French str., 739, Pannier, Haiphong and Hoihow 18th April, General.

April 19, AMIGO, German str., 700, Aldrup, Saigon 16th April, Rice and General.

April 19, HONGKONG, I. British steamer, 2,078, Fripp, Singapore 14th April, General.

April 19, PAKSHAN, British steamer, 1,235, J. Jenkins, Bangkok 12th April, Rice.

April 19, NANYANG, German str., 985, Hass, Saigon 16th April, Rice—E. A. TRADING CO. LD.

April 19, TELEGRAPH, British str., 1,359, P. S. Primrose, Saigon 15th April, General.

April 20, HIROSHIMA MARU, Japanese str., 3,200, N. Yoshizawa, Singapore 14th April, General—NIPPON YUSEN KAISHA.

April 20, GUALION, British hospital ship, 2,085, J. Wilson, R.N.R., Taku 7th April, General.

April 20, CHATEAU, American str., 1,211, Slooman, C. M. S. N. S. Co.

April 20, MACDONIA, British str., 1,054, Monsarrat, Canton 16th April, General.

April 20, ANPING MARU, Japanese str., 1,053, Atsumi, Foochow 17th April, General.

April 20, CHEANGCHEW, British str., 1,213, Frampton, Penang 14th April and Singapore 14th, General—CHINESE.

April 20, KORO MARU, Japanese str., 1,639, P. Sakurai, Saigon 16th April, Rice—ORDEN.

April 20, YUKO MARU, Jap. str., 854, Hattaro, Chefoo via Amoy 18th April, General—M. B. KAISHA.

April 21, INDUS, French str., 2,330, Riquier, Marcellus 23rd March and Saigon 18th April, Mails and General—MESSAGERIES MARITIMES.

April 21, OCEANIC, French steamer, 2,081, Schmitz, Yokohama and Shanghai 18th April, Mails and General—MESSAGERIES MARITIMES.

April 21, YUENSHANG, British str., 1,128, R. H. Rolfe, Manila 18th April, General—JARDINE, MATHESON & CO.

April 21, FUSHUN, British str., 1,500, Lunt, Canton 21st April, General—CHINESE.

April 21, TAIKANG, British str., 1,444, S. Wilde, Canton 21st April, General—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

30TH APRIL.

Charles Roger, British str., for Bangkok.

Luzon, American str., for Port Townsend.

Macedonia, British str., for Shanghai.

Shargano, Amr. str., for Canton.

Chiou, British str., for Bangkok.

Maiduru Maru, Japanese str., for Swatow.

Hongkai, British str., for Amoy.

Haitan, British str., for Swatow.

Obi, British str., for Moji.

Calchas, British str., for Shanghai.

Shantung, British str., for Hongkong.

Chunshan, British str., for Amoy.

Habelberg, German str., for Kutchinotzu.

DEPARTURES.

April 20, DECIMA, German str., for Swatow.

April 20, HUNAN, British str., for Foochow.

April 20, MUREX, British str., for Singapore.

April 20, AGAMENON, Brit. str., for Manila.

April 20, LYREMOON, Ger. str., for Shanghai.

April 20, DAYBREAK, Brit. str., for Shanghai.

April 20, BERLON, British str., for Moji.

April 20, CALCHAS, British str., for Shanghai.

April 20, DABELSBERG, German str., for Kutchinotzu.

April 20, SHANTUNG, British str., for Hongkong.

April 20, CHUNSHAN, British str., for Amoy.

April 21, MAIZURU MARU, Jap. str., for Swatow.

April 21, SKARPS, Norw. str., for Bangkok.

April 21, CHITUSAN, Amr. str., for Canton.

April 21, CHAS. ROGIER, British str., for Bangkok.

April 21, EVA, British str., for Bangkok.

April 21, MACDONIA, Brit. str., for Shanghai.

April 21, HAITAN, British str., for Swatow.

April 21, ONI, British str., for Moji.

VESSELS IN DOCK.

ABERNETHY DOCK—Olympic.

KOWLOON DOCK—U.S.S. Italo de Luzon, U.S.S. Constitution, Lung Tsing, Hangchow, Clovering, Pinguey, Companie de Filipine, Stuz, Kuchang, Butirade, Argus, Athenian, Kaifeng, Hubber.

COSEMOPTICAN DOCK—U.S.S. Concord, Colonies, Potiana, Tartar.

SHIPPING REPORTS.

The Japanese steamer *Anping Maru*, from Foochow 17th April, had easterly gongle breeze and swell.

The British steamer *Yuenyang*, from Manila 18th April, had light variable winds and fine, clear weather and smooth sea.

The British steamer *Cheangchow*, from Penang 14th April and Singapore 14th, had beautiful weather and clear throughout the voyage.

The British steamer *Telemachus*, from Saigon 15th April, had light N.E. winds from Cape St. James to Paderu; from thence to port light southerly winds and fine weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Riquier, will be despatched for the above ports TO-DAY, the 22nd instant, at 10 A.M.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 22nd April, 1901. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSHANG."

Captain Rolfe, will be despatched as above TO-MORROW, the 23rd inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th April, 1901. [1065]

HAMBURG-AMERIKA LINIE.

FOR CHINKIANG AND WUHU.

THE Steamship

"HSIEHHO."

Captain Crawford, will be despatched for the above ports TO-MORROW, the 23rd inst., at 4 P.M.

For Freight, apply to SIEMSEN & CO., Agents.

Hongkong, 19th April, 1901. [1064]

FOR SHANGHAI.

THE Steamship

"ELITA NOSSACK."

Captain Bruhn, will be despatched for the above port TO-MORROW, the 23rd inst., at 4 P.M.

For Freight, apply to EAST ASIATIC TRADING CO. LD., Agents.

Hongkong, 16th April, 1901. [1025]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE" 23rd April (Calling at Manila & Cebu).

"FERDINAND" 3rd May

"AFRIDI" 24th May

"MILLIGLEN" 14th June

"LOWTHER CASTLE" 30th June

For Freight and further information, apply to DODWELL & CO. LD., Agents.

Hongkong, 24th April, 1901. [3291]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU."

3,873 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 26th inst., at 4 P.M.

This new Mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901. [1042]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|--|----------------------------------|
| HIROSHIMA MARU | MOJI, KOBE and YOKOHAMA | TUESDAY, 23rd April, at NOON. |
| SHINANO MARU | KOBE and YOKOHAMA | FRIDAY, 26th April, at DAYLIGHT. |
| KAGOSHIMA MARU | BOMBAY, via SINGAPORE and COLOMBO | FRIDAY, 26th April, at NOON. |
| YAWATA MARU | (SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE) | FRIDAY, 26th April, at 4 P.M. |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 13th April, 1901. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer. | Tons. | Captain. | Proposed Sailing. |
|--------------|-------|---------------|-------------------|
| OLYMPIA | 2,837 | J. Truebridge | April 26th |
| TACOMA | 2,811 | A. Dixon | May 17th |
| VICTORIA | 3,502 | J. Pantou | May 28th |
| DUKE OF FIFE | 3,521 | J. S. Cox | June 7th |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52

Excellent accommodation. First-class Table, Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Duxa and St. Michael.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 16th April, 1901. [77]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS. |
|-------------------------|-------------------------|--------------------|--|
| SHANGHAI AND JAPAN | SOCOTRA | 4 P.M., 22nd April | Freight only. |
| PAN | T. H. Hilde, R.N.R. | April | |
| LONDON, &c. | SOBRON | Noon, 27th April | See Special Advertisement. |
| | L. M. Wibmer, R.N.R. | April | |
| SHANGHAI | BALASARAT | About 27th April | Freight or Passage. |
| LONDON | CANTON | About 18th May | Freight or Passage. |
| | C. F. Lockstone, R.N.R. | May | |
| PASSENGER SEASON, 1901. | | | |
| S.S. SOBRON | 7,382 tons | April 27th | MARSEILLES and LONDON DIRECT Without Transhipment. |
| | | | For Further Particulars, apply to H. A. RITCHIE, Superintendent. |
| | | | Hongkong, 20th April, 1901. [1] |

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------|--|----------------------------------|
| KONIGSBERG | HAVRE & HAMBURG (Calling at Singapore and Penang) | On 3rd May, Freight and Passage. |
| SEGOWIA | HAVRE & HAMBURG (Calling at Singapore and Penang) | On 26th May, Freight. |
| AMBRIA | HAVRE & HAMBURG (Calling at Singapore and Colombo) | On 10th June, Freight. |

For further particulars as to Freight, Passage, &c., apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 106.

Hongkong, 17th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Two Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.

"EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th May, 1901.

"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 8, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at the Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. B. BROWN, General Agent, Pender's Street.

Hongkong, 4th April, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | SAILING DATES. |
|------------------------------------|-------------------------|
| PRINCESS IRENE | 1st May |
| PRINZ HEINRICH | 15th May |
| PREUSSEN | 29th May |
| HAMBURG (Hamburg-Amerika Linie) | THURSDAY 13th June |
| SACHSEN | THURSDAY 27th June |
| KIAUTSCHOU (Hamburg-Amerika Linie) | THURSDAY 11th July |
| BAVERN | THURSDAY 25th July |
| STUTTGART | THURSDAY 8th August |
| KONIG ALBERT | THURSDAY 22nd August |
| PRINCESS IRENE | THURSDAY 5th September |
| PRINZ HEINRICH | THURSDAY 19th September |
| PREUSSEN | THURSDAY 3rd October |
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY 17th October |
| SACHSEN | WEDNESDAY 31st October |
| KIAUTSCHOU (Hamburg-Amerika Linie) | WEDNESDAY 14th November |
| BAVERN | WEDNESDAY 28th November |

ON WEDNESDAY, the 1st day of May, 1901, at Noon, the Steamship "PRINCESS IRENE" of the NORDDEUTSCHER LLOYD, Captain P. Wetlin, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 23rd April, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 24th April, and Passes will be received at the Agency's Office until Noon on Tuesday, the 24th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 18th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU."

Captain K. Sadaki, will be despatched for the above ports on WEDNESDAY, the 1st May, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUNSAN KAISHA, Agents.

Hongkong, 17th April, 1901. [18]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL (With liberty to call at MANILA.)

THE full-powered Steamship

"ASTORIA."

Captain Ostermann, will be despatched for the above port on or about 4th May.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 15th April, 1901. [108]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargoes to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

| FROM | STEAMERS | DUE |
|-----------------------|--------------|----------------|
| GLASGOW and LIVERPOOL | "DAEDALUS" | On 2nd May. |
| GLASGOW and LIVERPOOL | "MACHAON" | On 9th May. |
| GLASGOW and LIVERPOOL | "ACHILLES" | On 14th May. |
| GLASGOW and LIVERPOOL | "PROMETHEUS" | On 28th May. |
| FOR | STEAMERS | TO SAIL |
| LONDON | "AJAX" | On 30th April. |
| LONDON | "ANTHONY" | On 14th May. |
| LONDON | "CALOHA" | On 28th May. |
| LIVERPOOL | "PYRRHUS" | On 10th May. |
| LIVERPOOL | "OLYMPUS" | On 24th May. |

S.S. "CALOHA" from GLASGOW and LIVERPOOL, has arrived, and sails for SHANGHAI and JAPAN to-day.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--------------------------|-------------|----------------|
| PORT DARWIN, THURSDAY | "TSINAN" | On 23rd April. |
| ISLAND, COOKTOWN, TOWN | | |
| SVILLE, BRISBANE, SYDNEY | | |
| and MELBOURNE | | |
| MANILA | "TSINAN" | On 23rd April. |
| SHANGHAI | "SZCHUEN" | On 24th April. |
| IOLOLO and CEBU | "SUNGKIANG" | On 26th April. |
| MANILA | "KWEIYANG" | On 28th April. |

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th April, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

PORTS OF BRAZIL AND RYERPLATE.

ON MONDAY, the 22nd April, 1901, at 1 P.M., the Company's Steamship "OCEANIAN" Captain Schmitt, with Mails, Passengers, Space and Cargo, will leave this port for MARSEILLES via COLOMBO.

This Steamship carries a COLOMBO with the s.s. Ville de la Haye, which vessel takes on her Passengers and Mails, leaving that port on the 4th May direct to Suez, Port Said and Marseilles.

Cargo and Space will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Space and Parcels until 3 P.M. on the 21st April. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Values of Packages are required.

For further particulars, apply at the Company's Office.

H. D. CHAMPEAUX, Agent.

Hongkong, 10th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 21st April, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSHAN KAISHA, Agents.

Hongkong, 10th April, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"SOBRON"

Captain L. M. Wilmer, R.N., carrying His Majesty's Mails, will be despatched from this port for Marseilles and London on SATURDAY, the 27th April, at Noon, taking passengers and cargo for the above ports.

All Cargo for Marseilles and London will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1901.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR"

(4,425 Tons)

Captain G. D. Bowler, R.N., will leave Hongkong on the 23rd WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo for VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to D. E. BROWN, General Agent, Hongkong.

Hongkong, 6th April, 1901.

VESSELS ON THE BERTH
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, May 1, at DAYLIGHT.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 20, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 22, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, June 24, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, June 26, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, June 28, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, July 1, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 3, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 7, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, July 9, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, July 11, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, July 13, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, July 15, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 17, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 19, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, July 23, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, July 25, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, July 27, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, July 29, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, August 1, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, August 3, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, August 5, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, August 7, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, August 9, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, August 11, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, August 13, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, August 15, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, August 17, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, August 19, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, August 21, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, August 23, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, August 25, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, August 27, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, August 29, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, August 31, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, September 2, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, September 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, September 6, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, September 8, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, September 10, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, September 12, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, September 14, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, September 16, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, September 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, September 20, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, September 22, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, September 24, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, September 26, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, September 28, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, September 30, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, October 2, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, October 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, October 6, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, October 8, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, October 10, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, October 12, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, October 14, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, October 16, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, October 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, October 20, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, October 22, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, October 24, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, October 26, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, October 28, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, October 30, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, November 1, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, November 3, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, November 5, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, November 7, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, November 9, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, November 11, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) MONDAY, November 13, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, November 15, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) FRIDAY, November 17, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SUNDAY, November 19, at NOON.

VESSELS ON THE BERTH
CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 23rd April, A.M.

S.S. "CARLSBURG" On 15th May.

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